HAZARD'S
REGISTER OF PENNSYLVANIA.

DEVOTED TO THE PRESERVATION OF EVERY KIND OF USEFUL INFORMATION RESPECTING THE STATE.

EDITED BY SAMUEL HAZARD.

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From the Journal of the Franklin Institute.

LAW CASE.

Decision in the District Court of the United States, for the Eastern District of Pennsylvania, in a case for repeal of Letters Patent.

JESSE DELANO, Jr. vs. JOHN SCOTT.

May term, 1834. } Scire Facias; to repeal letters patent.

This was an action of general interest, and one of some novelty in our courts; it was a proceeding by scire facias, under the tenth section of the patent law 1793, brought to repeal the letters patent of John Scott, the defendant, bearing date the 12th day of November, 1830, which were for certain alleged improvements in fire proof chests, called the improved fire proof chests. The plantiff alleged that the patent was taken out by the said John Scott surreptitiously, and upon false suggestions, and contained no improvement which had not been long known and used by Mr. Delano, and others. The cause came on for trial before his honour, Judge Hopkinson, and a special jury, on Wednesday, the 27th of May, and occupied the court, with the exception of one day till the 3d inst.

It was proved, on the part of the plantiff, that Jesse Delano, as early as the year 1828; had made and sold fire proof iron chests embracing all the material principles and improvements enumerated in the patent of the said Scott. And it also appeared from letters patent, taken out by Jesse Delano, the 7th of March, 1826, for certain improvements, made by said Delano, in fire proof wrought iron chests, and in the locks and fixtures thereof, that said Scott had incorporated into his patent the main principles and features of said Delano's patent.

It also appeared in evidence, that, in 1827, Scott went to work as a blacksmith in the factory of Mr. Delano, and continued with him about two years, and was employed by him, during that time, in making most of the iron work, and many of the very articles, for the chests then manufactured by Mr. Delano, under his patent, which the defendant patented after leaving his employment.

Scott left Mr. Delano in the fall of 1829, as he said to go on to a farm in Ohio, but went to Montreal, and attempted the manufacture of fire proof chests there. He returned to New York in June, 1830, visited the factory of Mr. Delano, and proposed to a witness who had worked with him at Mr. Delano's that they should procure one of his chests, take it apart, and use it for a pattern. Shortly after this, Mr. Scott came to Philadelphia, and commenced manufacturing fire proof chests, and in October of the same year, assured a gentleman who called upon him, that his (Scott's) chests were made in the same manner, precisely as Mr. Delano's; that he had worked for Mr. Delano for about two years; had learnt the business while with him; that the materials he used were the same, as those used by Mr. Delano to make his chests fire proof, &c.

On the part of the defendant, Mr. Scott, it was at first attempted to be shown, that the improvements enumerated in his patent were his own, and not the same with those enumerated in Mr. Delano's patent. But after the evidence was gone through, this ground seemed to be pretty much abandoned, and the counsel rested their defence mainly upon the alleged ignorance of Mr. Scott that he had included in his patent, improvements well known and long used, by Mr. Delano, and which were enumerated in his patent of 1826.

The cause was delivered to the Jury by Judge Hopkinson, in a lucid and able charge, in which after stating the principles of the patent law in general, and the different objects intended to be accomplished by the sixth and tenth sections; he explained particularly the nature and effect of the proceedings by scire facias, and entered into an examination of the patent of said Scott, and, the testimony offered in the cause; he said the jury were first to inquire if Scott was the true inventor, or discoverer, of all he had embraced in his patent; if they believed that he was, there was an end of the case, and their verdict must be for him; but if he had embraced in his patent and claimed as his, that which had been previously patented, (of which he intimated there was little doubt,) or if he had embraced in his patent, and claimed as his, that which was original, together with that which was well known, then the patent must be declared void, if this were a proceeding under the sixth section of the act of Congress, and a suit brought by Scott for an alleged violation of his patent; but that this was a different proceeding, and he should instruct them agreeably to the law, as stated in his opinion, on granting the scire facias, though he considered the point open for future discussion. He accordingly told them that the plantiff in this case must go one step further, and not only satisfy the jury that the defendant had embraced in his patent, and claimed as his, that which was not new, and had been in use before, or which had been previously patented, but that they must be satisfied that the defendant had done this *knowingly* and *intentionally*; if they believed he had done it through ignorance and mistake, their verdict must be in his favour. The learned judge then applied the evidence to this branch of the case, and commenced on the testimony that had been relied upon as tending to prove that the defendant knew he was including improvements embraced in Mr. Delano's patent of 1826, and said that if the jury should be of opinion that the defendant had claimed in all, or either of the specifications of his patent, that which he knew was not his invention, but the invention of some other person, and which he knew had been known and used by others before and had intentionally included it in his patent, then they must find for the plantiff, and Scott's patent must be declared void.

The jury: after retiring to their room, returned a verdict for the plantiff, thereby declaring the patent of said Scott void.

Perkins for plantiff; Earl and Dallas for defendant.

THE CANAL, MANUFACTURES AND AGRICULTURE.

In the Lancaster Intelligencer of the 23d, we observe a communication from the Collector at Columbia, giving an account of the tolls received at his office, and of the articles carried eastward on the rail road, and westward on the canal. In looking over the list of articles carried *westward*, we were struck with thefollowing:

"223 TONS IRON ORE."

This, too, is the amount for but *one week*; and the ore

thus transported would have remained in the bowels of the earth, undisturbed and unproductive but for our public improvements. The iron ore is carried from the mine, which is inexhaustible, three miles in wagons to Columbia, whence it is transported by the canal to Gamber's Furnace, near Middletown, Sims & Stockton's at the mouth of Clark's creek, and Wright and Co's, seven miles up the same creek, and to Creigh's on the Juniata, 22 miles above Harrisburg. Owing to the richness of the ore, and the cheapness of canal carriage, the expense of mining and delivering it on the bank of the canal, *fifty miles* from the mine, is said to be less than the expense of mining and hauling a distance of only two or three miles, the poorer ores from which iron works are usually supplied.—The canal enables the manufacturer of iron *to carry the ore to the coal*, and the pig metal produced by it to market, at less cost than the iron master at one of the old Furnaces, who has his mine, even if it is a rich one, within two or three miles of his work, but is obliged to haul his coal from five to ten miles, can produce his pig metal. This is asserted as a fact, by those conversant with the iron business; but whether it is precisely so or not, certain it is that Furnaces are springing up along the canal; affording employment to hundreds of laborers; these laborers again consuming the productions of the farmer and mechanic, which, with the value of the iron produced, adds so much to the general wealth. And we are informed, that when the Marietta rail road shall be constructed, the iron ore can he furnished to manufacturers at a much reduced price.

The canal in this manner gives value to the mine, employment to the laborer, and increased demand for the produce of the farmer, and at the same time reduces the price of the iron consumed by him: the iron smelted at any of these Furnaces is, in fact, *created* by the canal. So much for *manufactures*.

But this is not the only new creation by the Canal. There is no limestone between Harrisburg and the Mahantango, the creek dividing Dauphin and Northumberland, a distance of upwards of thirty miles. A number of thickly settled vallies intervene between these points with land considerably exhausted, and without any means of restoring its fertility except by the use of lime. Here again, as with the manufacture of iron, it is found to be cheaper to haul the limestone to the wood, than the wood to the limestone; and where it would be ruinously expensive to the farmer to haul his wood in a wagon to the quarry, or even to haul the limestone in his wagon to the wood, the limestone can be carried a distance of twenty or thirty miles on the canal, and delivered on the bank, to the farmer, at a price that he can afford to pay. A number of laborers are constantly employed in getting out stone at the quarry of our old anti-canal friend, Bombaugh, four miles below Harrisburg, and boats are employed in conveying the limestone to Corbett's lime kiln, in Fishing creek valley, to the town of Dauphin for the lime kilns of P. Hocker and Wm. Clark (our *anti-canal* member of Congress in Clark's valley, two miles distant from Dauphin, and to the lime kiln of John Funk (our late *anti canal* member of assembly) at the head of Ducan's Island Dam, in Powell's valley, a distance of about twenty miles from the quarry. Thus the limestone fertilizes the pocket of the owner of the quarry, it fertilizes the farms of the owners of the lime kilns, and it gives employment to laborors, who consume the produce of the farmer,—advancing the interests of agriculture, and adding to the general wealth.

The transportation of iron ore and limestone did not enter into the estimate of facilities and advantages that would follow the construction of the Canal. They are mere *incidents*, but are about to produce very important consequences. It may produce a revolution in the iron manufacture, but will certainly produce one in agriculture, by fertilizing thin and exhausted soils, which could by no other known agency be fertilized.

Harrisburg Chroncicle.

REPORT OF THE FINANCES
OF THE
COMMONWEALTH OF PENNSYLVANIA,
FOR THE YEAR 1834.

Made to the Legislature, by the Auditor General.

(Concluded from page 27.)

APPENDIX.

BANK AND OTHER STOCK, THE PROPERTY OF THE COMMONWEALTH, OCTOBER, 1834.

Bank Stock.

2,500 shares in the Bank of Pennsylvania, subscribed by the State on its incorporation, at $400 per share	1,000,000 00	
1,250 shares, subscribed in pursuance of an act passed in February, 1810, extending the charter	500,000 00	
		1,500,000 00
5,233 shares in the Philadelphia Bank, at $100 per share		523,300 00
1,708 shares in the Farmers' and Mechanics' Bank, at $50 per share		85,400 00
		$2,108,700 00

Turnpike Stock.

Harrisburg, Carlisle and Chambersburg	106,202 53
Chambersburg and Bedford	216,056 72
Bedford and Stoystown	107,692 84
Stoystown and Greensburg	128,217 35
Greensburg and Pittsburg	89,000 00
Huntingdon, Cambria and Indiana	171,850 00
Erie and Waterford	5,000 00
Perkiomen and Reading	53,000 00
Gap and Newport	20,000 00
Waynesburg, Greencastle and Mercersburg	15,000 00
Morgantown, Churchtown and Blue Ball	9,000 00
Little Conestoga	10,000 00
Berks and Dauphin	29,000 00
Lancaster and Middletown	10,000 00
Easton and Wilkesbarre	12,500 00
Susquehanna and Lehigh	10,000 00
Milford and Owego	31,000 00
Downingtown, Ephrata and Harrisburg	60,000 00
Centre and Kishacoquillas	20,000 00
Centre	80,000 00
Susquehanna and York borough	5,000 00
York and Gettysburg	40,000 00
New Holland	10,000 00
Springhouse, Northampton and Bethlehem	25,000 00
Cayuga and Susquehanna	6,000 00
Susquehanna and Waterford	140,000 00
Susquehanna and Tioga	30,400 00
Bridgewater and Wilkesbarre	25,000 00
Pittsburg and New Alexandria	48,360 00
New Alexandria and Conemaugh	16,100 00
Bellmont and Easton	17,500 00
Phillipsburg and Susquehanna	17,500 00
Pittsburg and Butler	19,666 67

Butler and Mercer	19,666 67	
Mercer and Meadville	19,666 67	
Anderson's ferry, Waterford and New Haven	10,000 00	
Pittsburg and Steubenville	12,000 00	
Ridge Road	25,000 00	
Bethany and Dingman's Choice	8,000 00	
Robbstown and Mount Pleasant	15,000 00	
Mount Pleasant and Somerset	33,036 50	
Somerset and Bedford	34,606 84	
Hanover and Carlisle	10,000 00	
Millerstown and Lewistown	35,865 62	
Bellefonte and Phillipsburg	20,000 00	
Philadelphia, Brandywine and New London	2,500 00	
Belmont and Oghquaga	5,000 00	
Harrisburg and Millerstown	40,000 00	
Philadelphia and Great Bend	12,000 00	
Lewistown and Huntingdon	46,534 38	
Armstrong and Indiana	9,000 00	
Clifford and Wilkesbarre	6,510 00	
Indiana and Ebensburg	12,000 00	
Washington and Williamsport	16,455 66	
Washington and Pittsburg	22,731 08	
Lycoming and Potter	18,043 41	
Middletown and Harrisburg	14,000 00	
Bellefonte, Aaronsburg and Youngmanstown	29,000 00	
Butler and Kittanning	5,000 00	
Milesburg and Smethport	17,626 55	
Derrstown and Youngmanstown	5,092 50	
Mount Pleasant and Pittsburg	6,000 00	
York Haven and Harrisburg bridge	18,000 00	
Abington and Waterford	1,222 50	
		2,113,604 49

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Bridge Stock.

Columbia Bridge	90,000 00	
Harrisburg	90,000 00	
Northumberland	50,000 00	
Monongahela	50,000 00	
Allegheny	40,000 00	
Wilkesbarre	28,000 00	
Lewisburg	20,000 00	
Big Beaver	15,000 00	
Danville	10,000 00	
Nescopeck	8,000 00	
French creek Bridge at Franklin	7,000 00	
Norristown	6,000 00	
Conemaugh	5,000 00	
Schuylkill Bridge at Pottstown	3,000 00	
Loyalhanna	2,500 00	
Milton	2,300 00	
Catawissa	5,000 00	
Robbstown	8,550 00	
		440,350 00

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Canal Stock.

Union Canal	250,000 00	
Chesapeake and Delaware canal, subscribed by the Philadelphia Bank, and to be transferred to the state, at the expiration of fifteen years from the date of subscription, per act of 28th March, 1823	100,000 00	
Schuylkill Navigation	50,000 00	
Codorus Navigation	10,000 00	
		410,000 00

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Recapitulation.

Bank Stock	2,108,700 00	
Turnpike Stock	2,113,604 49	
Bridge Stock	440,350 00	
Canal Stock	410,000 00	
		5,072,654 49

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Appropriations and balances of appropriations, &c. unpaid 1st November, 1834.

Turnpikes.

Lycoming and Potter	1,956 59	
York and Gettysburg	6 09	
Downingtown, Ephrata and Harrisburg	69 63	
Huntingdon, Cambria and Indiana	25 95	
Philadelphia, Brandywine and New London	12,500 00	
Washington and Pittsburg	33 67	
Chambersburg and Bedford	118 22	
Harrisburg and Millerstown	300 50	
Little Conestoga	22 04	
Derrstown and Northumberland	4,607 50	
Milesburg and Smethport	2,373 45	
Gettysburg and Hagerstown	20,000 00	
Abington and Waterford	3,777 50	
Warren and Ridgway	5,000 00	
		50,791 14

Bridges.

Juniata	1,000 00	
Columbia	50,000 00	
Bridge over Ten Mile Creek	1,000 00	
Monongahela, at Williamsport	15,000 00	
Towanda	10,000 00	
		77,000 00

Rivers.

Susquehanna and branches, per act of 26th March, 1821	2,000 00	
Do. from Columbia to tide, per act of 31st March, 1823	4,012 52	
Do. from Columbia to Nothumberland, per act of 25th March, 1825	8,078 00	
		14,090 52

Miscellaneous.

Jefferson college	2,000 00	
Washington college	3,500 00	
Deaf and Dumb Institution	32,000 00	
House of Refuge	5,000 00	
Commissioners of Erie county, for re-building public buildings, per act of 15th March, 1824	2,500 00	
Penitentiary near Pittsburg	114 98	
Eastern Penitentiary	10,000 00	
For repairing and painting the public buildings at Harrisburg, per resolution of 4th April, 1833	913 75	

Pennsylvania Institution for instructing the blind, per act of 27th January, 1834	63,333 34	
Pennsylvania College	12,000 00	
La Fayette College	8,000 00	
Wardens of the port of Philadelphia	2,500 00	
		141,862 07
		283,743 73

Due on Loans.

Stock loan, per act of 2d April, 1821, re-imbursable 1st June, 1841	930,000 00	
Stock loan, per act of 30th March, 1824, $220,000 re-imbursable on the 1st Jan. 1839, and $380,000 on the 1st May, 1839	600,000 00	
Stock loan, per act of 11th April, 1825, re-imbursable 1st January, 1840	150,000 00	
		1,680,000 00
Bank of Montgomery county, at an interest of 4½ per cent. re-imbursable 1st May, 1835	60,000 00	
Farmers' Bank of Lancaster, at an interest of 4½ per cent. re-imbursable 1st May, 1837,	25,000 00	
Easton Bank, at an interest of 5 per cent. reimbursable in May 1837, reserving the right of the state to reimburse the same at any time within that period	25,000 00	
Harrisburg Bank, at an interest of five per cent. reimbursable in May, 1837, reserving the right of the state to reimburse the same at any time within that period	50,000 00	
		160,000 00
Stock law pertaining to the Pennsylvania canal, per act of 1st April, 1826, reimbursable 1st December, 1846	300,000 00	
Ditto, per act of 9th April, 1827, reimbursable 1st December, 1850	1,000,000 00	
Ditto, per act of 24th March, 1828, reimbursable 1st December, 1853	2,000,000 00	
Ditto, per act of 18th December, 1828, reimbursable 1st January, 1854	800,000 00	
Ditto, per act of 22d April, 1829, reimbursable 1st December, 1854	2,200,000 00	
State loan, per act of 7th December, 1829, continued per act of 4th January, 1831	202,500 00	
Stock loan per act 13th March, 1830, reimbursable 4th March, 1858	4,000,000 00	
Ditto, per act of 21st March, 1831, reimbursable 1st July, 1856	2,483,161 88	
Ditto, per act of 30th March, 1831, reimbursable 1st July, 1856	300,000 00	
Ditto, per act of 30th March, 1832, reimbursable 1st July, 1860	2,348,680 00	
Ditto, per act of 5th April, 1832, reimbursable 1st July, 1860	300,000 00	
Ditto, per act of 16th Feb. 1833, reimbursable 1st July, 1858	2,540,661 44	
Ditto, per act of 27th March, 1833, reimbursable 1st July, 1858	530,000 00	
Amount received of loan, per act of 5th April, 1834, reimbursable 1st July, 1862	2,000,000 00	
		21,005,003 32
Loan to the Eastern Penitentiary, per acts of 28th March, 1831, and 9th April, 1833	120,000 00	
Loan to the Union Canal Company, per acts of 1st March, 1833, and 16th December, 1833	200,000 00	
		330,000 00
		23,165,003 32

Recapitulation of Debts due by the Commonwealth.

Turnpikes	50,791 14	
Bridges	77,000 00	
Rivers	14,090 52	
Miscellaneous	141,862 07	
Due on Loans	23,165,003 32	
		23,448,747 05

From the Pittsburg Advocate.

OUR EXPORTS TO THE EAST.

One important item was omitted in my late remarks upon "Pittsburg and its business;" I refer to the vast amount of Western Produce, shipped annually to the Eastern cities, by wagons and the Pennsylvania Canal, and which, including Pittsburg manufactures, will it is believed, amount this year to ten millions of dollars, with every succeeding year a large increase, owing to the development of our immense resources and capabilities of production, and the increasing profitable demand, and the facilities of cheap transportation to the best market.

At present, the items of Western Produce and Pittsburg Manufactures, which are sent East by wagons and the Pennsylvania Canal, are Flour, Bacon, Pork, Lard, Tobacco, Wool, Flax, Clover, and Timothy Seed, Furs, Skins and Peltry, Feathers, Window Glass, Glassware, Steam Engines, Iron Work, &c. &c. In addition to the large amount of produce, &c. sent by return wagons to Philadelphia and Baltimore, in February, March, and April last, the writer is indebted to the kindness of that able and efficient officer, the Collector of Tolls in Alleghenytown, for the following returns, since the canal opened, being but a few days over three months:

"*Sir*—The amount of tonnage of the following articles of Western Produce, shipped by the canal, for the Eastern market, is as follows:

From the 20th of March last to the 1st July—

Of Flour,	22,785	bbls.
Bacon,	5,189,534	lbs.
Tobacco,	2,552,319	"
Lard,	284,716	"
Furs and Peltry,	201,145	"

I think it might be safely said, that there has been saved, by the canal, on the carriage of the Flour 50 cents per bbl., amounting to $11,392 50

On Bacon there has been saved at 37½ cents per 100 pounds, amounting to 19,460 75

$30,853 25

On all other articles in the same proportion.

Your friend, WM. M'CREEDY.

If the above is a very fair and moderate estimation of our exports east now, what will they amount to in a few more years or in time, if our canal and turnpikes can scarce do the business of the west now—what will be done in case of war with foreign powers, or an interruption to our usual commerce and navigation on the high seas. The writer and most of our oldest citizens, must remember well, when the principal intercourse between N. Orleans and the far west, with all the eastern cities, was through Pittsburg, during the late war and embargo times—and when most or all of the sugar, molasses, saltpetre, lead, tobacco, &c. &c., used in Philadelphia, Baltimore, &c. was brought from New Orleans by the Ohio river, in keel boats, barges, &c. and then wagoned from Pittsburg. May not such times recur?

We have now presented the tonnage of only five items going east by the canal—the back load is yet abundant and perhaps not half of the wool and tobacco destined for the eastern markets have yet been forwarded. In about two months hence, we will recur to it and shew the tonnage of all the wool, &c. which will no doubt be greater than the most sanguine anticipations.

AN OLD MERCHANT.

METEOROLOGICAL REGISTER.

Extract from the Meteorological Register, taken at the State Capital—Harrisburg, Pennsylvania.

By James Wright, Librarian.

MARCH, 1835.

Day of the month.	Day of the week.	THERMOMETER. Sun rise.	1 o'clock, P. M.	Sun set.	Mean.	BAROMETER. Height at sun rise.	Height at 1 o'clock, P. M.	Height at sun set.	Mean height.	*Winds.*	*State of the Weather.*
1	Sunday,	9	24	23	18	29.96	95	92	29 94	SW	Sun and clouds
2	Monday,	6	30	33	23	92	92	92	92	SW	Clear day
3	Tuesday,	14	21	24	20	30. 8	8	8	30. 8	N	Do do
4	Wednesday,	10	24	27	20	10	12	12	11	W	Do do
5	Thursday,	10	36	35	27	12	12	12	12	NW	Do do
6	Friday,	16	37	42	32	2	2	29.93	29.99	S	Do do
7	Saturday,	32	38	35	35	29.76	66	59	67	N	Snow, drizzling rain
8	Sunday,	32	47	45	41	73	74	75	74	NW	Clear, cloudy
9	Monday,	37	42	40	40	75	75	70	73	NE	Snow, drizzling rain
10	Tuesday,	34	36	38	36	50	48	46	48	NW	Snow
11	Wednesday,	36	45	44	42	75	80	81	79	N	Cloudy day
12	Thursday,	32	48	49	43	93	88	75	85	S	Clear, cloudy
13	Friday,	40	51	50	47	44	50	50	48	W	Clear, lightly cloudy
14	Saturday,	38	51	54	48	74	70	67	70	S	Do do
15	Sunday,	40	54	51	48	55	55	50	53	SW	Sun and clouds
16	Monday,	45	58	61	55	36	35	32	34	SW	Lightly cloudy
17	Tuesday,	44	45	42	44	42	56	57	52	W	Clear day
18	Wednesday,	27	40	37	35	88	85	76	83	SE	Cloudy day, hail & sl't at ni.
19	Thursday,	34	43	44	40	38	39	45	41	W	Sun and clouds
20	Friday,	34	53	56	48	78	72	67	72	S	Clear day
21	Saturday,	40	61	60	54	56	55	54	55	N	Hazy
22	Sunday,	36	43	41	40	30.03	03	01	30.02	W	Rain—cloudy
23	Monday,	25	34	34	31	29.47	54	65	29.55	NW	Cloudy day
24	Tuesday,	32	45	51	43	93	93	90	92	SW	Clear day
25	Wednesday,	36	54	58	49	30.10	12	12	30.11	SE	Clear, lightly cloudy
26	Thursday,	36	51	62	50	01	29.90	90	29.94	S	Hazy, cloudy, rain at ev'ng
27	Friday,	50	57	57	58	29.71	71	66	69	W	Lightly cloudy
28	Saturday,	43	58	57	53	60	45	44	50	SW	Cloudy day
29	Sunday,	43	51	49	48	44	43	44	44	NW	Do do
30	Monday,	40	45	45	43	50	49	50	50	NW	Lightly cloudy
31	Tuesday,	43	56	61	53	50	50	52	51	NW	Clear day

Thermometer.

Maximum on the 27th,	58°
Minimum on the 1st,	18
Difference,	40
Mean,	40

Barometer.

Maximum on the 5th,	30.12 inches.
Minimum on the 16th,	29.34 "
Difference,	00.78 "
Mean,	29.73 "

THANKS FOR ATTENTION.

The Mayor and Presidents of our Councils having visited Philadelphia for the purpose of obtaining information in regard to the supplying of our city with water, were received with much hospitality and coursey by the Corporate Authorities of Philadelphia. Committees were appointed by the respective Councils then in session, to wait upon our citizens and shew them the usual attentions. We have been obligingly favored with a copy of the following letter in acknowledgment of the attentions of the Philadelphians.—*Balt. Gaz.*

—

TREMONT HOUSE,
Philadelphia, July 11th, 1835.

Gentlemen—We respectfully request that you will present to the Select and Common Councils, our warmest acknowledgments for the kind and hospitable reception with which you have been pleased to favor us.

Visiting your city for the purpose of obtaining such information as may tend to aid the Corporation of Baltimore in supplying the city with an abundance of force water and the construction of the necessary works, we were prepared from the established character of your city, to be received with kindness; but were not prepared for the very high and unexpected compliment with which your Select and Common Council were pleased to honor us, in the unanimous appointment of a joint committee to aid us in our investigation, and to extend to us the civilities of your city.

You will also, Gentlemen, please accept our sincere thanks for your unceasing efforts to render our stay in your city instructive and pleasing; through your polite and friendly attentions we have been enabled not only to obtain very valuable information in reference to the object of our mission, but we have also received much upon other subjects, which, we doubt not, will be useful to the Corporation we represent.

Gentlemen, with sentiments of great respect,
We remain yours, sincerely,
J. HUNT, Mayor of the City of Baltimore,
A. MILTENBERGER, Prest't 1st Branch C. C.
F. LUCAS, Jr., Pres't 2d Branch C. C.
Commissioners of Water.

To Messrs. Weigand, Price and M'Credy, of Select Council, and Messrs. Fraley, Chandler and Williams, of Common Council, Committee.

From the Commercial Herald.

A TRIP TO THE COUNTRY.

SHAMOKIN, P. O. July 9, 1835.

I have just returned from a short ride of six miles, to the termination of the graded part of the western section of the—allow me to call it, 'GIRARD RAIL ROAD,' being accompanied by the assistant engineer, Mr. Totten, to whose polite attentions I am indebted for much of the pleasure of the trip through the mountains. The road from this point, (which is on the Shamokin creek, 13 miles east of Sunbury,) passes up the creek, principally through an almost uninhabited country, the population is at least very sparse. Some three or four miles up, we came into the Shamokin coal region, to the mines from which the country below, as far as Sunbury, is supplied, and from which, when the road is completed, large quantities will be sent to the Susquehanna river for exportation. On arriving at Mr. Boyd's mines, near the termination of the graded part of the road, and amidst the solitary mountains, we were gratified to see a large two story dwelling house, a large store, barn and other out houses erected and nearly completed in a neat and handsome style.

But if our surprize was great at observing such buildings, in such a place, judge what it must have been when, on our return, we met five or six waggons loaded with furniture, women, children, cats, dogs, and chickens, and accompanied by cows, calves, sheep. and pigs, wending their way up the rail road, to these very buildings; where the "Paterfamilias" (alias Daddy) informed us he was about to open a tavern! From whence his guests where to come, I could not for the life of me conceive, at least until the road should be completed to his place, and the mines on the premises should be worked. The next building erected, I suppose will be a blacksmith's shop, when the place will have all the attributes of a town in a new country, and will be entitled to a Post Office.

SUNBURY, July 11.

I have but a few moments to add, by way of postscript to this letter, that I left Shamokin yesterday afternoon, and came down the valley and along the rail road to this place, its termination, highly delighted with the appearance of the country, which, at many points, presents some most varied and beautifnl views for the landscape painter.

Sunbury was, forty years ago, the principal town and resort of a large tract of country, including parts of Union, Lycoming, and Schuylkill Counties, the inhabitants of which came here to attend court and to trade. There were then many wealthy and respectable families residing here who formed, not in name only, but in fact, the "good society" of the place, and who often entertained as guests their friends from "the city." But it has wofully fallen off in point of business and bustle, and reminds one now very much of Goldsmith's deserted village. The site of the town is very beautiful; being selected and laid out as a town by William Penn, who did not want taste in these matters. The streets cross each other at right angles, and are of a sufficient width for cleanliness, beauty and health. The town is situated on the left bank of the Susquehanna, here nearly a mile wide, about a mile below the junction of the north and west branches; the site is a plain at the mouth of a fine valley, formed by the Shamokin creek, which empties into the river a little below the borough. The surrounding soil is very rich and productive; and is at this time rendered more beautiful by the waving fields of wheat, rye, corn, oats, &c. which appear to be most luxuriant.

Near the town, both above and below, are ranges of high hills, which afford fine look-out points; one of these hills, called Mount Pleasant, I ascended this morning as the sun was just rising from his nap in Phœbus' lap. The scene was enchanting;—at my feet, as it were, lay the borough in quiet repose, embowered in shade and foliage, and surrounded on three sides with rich fields, pastures and herbs. In front of the town was the river, which being here raised by the Shamokin dam, looked like an immense mirror, or a glassy lake, more than like a river. On the opposite side of the river, the land rose abruptly into a craggy mountain; looking further up the stream, I saw the two branches gradually approaching each other, till they met and mingled their waters. Over each of these were long bridges leading into and from the village of Northumberland, back of which and between the two branches, the country rose gradually from the plain, till it became almost mountainous, yet covered to the very tops with fields, pastures, flocks, and herds. Turning again to the left, and looking down the Susquehanna, a sort of vista was presented, bounded on each side with romantic hills, and finally appearing to end in the blue tops of mountains. Never have I beheld a more varied or beautiful landscape than was here presented. I feasted my eyes with the charms of the scenery, till the sun admonished me that I should lose my breakfast unless I descended again to the town.

I was informed that a painting of this landscape was made a few years ago by an Englishman, who took it with him to England. As soon as a few hundred more individuals think proper to patronize the Herald, I shall

most certainly procure a painting of this most beautiful scenery; at present I must limit my pictures to the size of my paper.

My postcript is very like the P. S. of a school girl's letter, the major part of it.

From the Pittsburgh Advocate.

IMPROVEMENT OF THE ALLEGHENY.

To the Citizens of Allegheny, Westmoreland, Butler, Armstrong, Venango and Warren Counties.

FELLOW CITIZENS,—You are all interested more or less in the improvement of the navigation of the Allegheny river. That such a noble river should have so long remained unimproved, is a matter of surprise to many and of regret to all. The different means heretofore suggested for that purpose, have been so imperfect in their plan, (being all calculated, if not totally to destroy, yet materially to impede the descending navigation through the natural channel of the river at a medium stage of the water) and so extravagant in the estimated expense, that the public mind has in a great degree become settled in the conviction that if any beneficial improvement be at all practicable it cannot be accomplished during the present generation.

In the report made by Edward F. Gay, Esq. to the board of canal commissioners of Pennsylvania, (see Hazard's Register of January, 1829, vol. 3, page 160) we are presented with the appalling sum of 2,100,534 16 as the expense of a canal for that portion of the river situated between the mouth of French creek and the Kiskiminetas river, a distance of only ninety-three and a quarter miles. And for a slack water navigation for steam boats carrying sixty tons burthen and capable of towing two keel boats of forty tons each, with a sum of $873,343 and with the express declaration 'that the water will never rise sufficiently high to permit lumber to pass over the dam with safety.' In this estimate the dams themselves eighteen in number are estimated to cost $346,036—and if the locks and navigation is to be made for the purpose of being navigated by canal boats and not by steam boats, we are presented with the moderate sum of $839,250 for the expense of towing paths alone, including the expense of the necessary protection walls. Our surveys and estimates have been made by Judge Geddes and Major Kearny, none of which are now before me. In speaking from recollection, however, neither of them appear to remove the insurmountable obstacle presented by the estimated expense of the work. It is true Major Kearny proposes low dams with long aprons which he supposes will not injure the descending navigation, and which is admitted to be true in stages of high water, but which nevertheless, in a medium stage of water would totally obstruct the descending navigation.

Under these circumstances I have been induced to turn my attention from my own professional pursuits, and trespass a little in the free warren of engineers, canal commissioners and contractors, to inquire if, in point of fact, there are such difficulties to overcome in improving the navigation of this river as have been presented—on examination of the subject with all the information I possessed or could acquire, I cannot hesitate to say that no such insuperable difficulties exist. To discover the means by which such an object may be obtained at a small comparative expense with any heretofore suggested and point out the mode by which it may be accomplished, would at the present time be considered a *desideratum*, and when the plan is submitted I have not the least doubt but that it will he scouted and ridiculed by many pretended scientific and practical men, as visionary and altogether inefficient, and which the very same individuals before six months will say, it is so plain that 'any person might have seen it,' that it was but 'putting the egg on end,' in fact that it is as plain as A. B. C.

It may appear to be a bold assertion, but it is nevertheless true, and I will venture to predict that such will be the opinion of every intelligent and unprejudiced mind, that a perfect steam boat navigation can be made from Pittsburgh to Olean for a less sum than it cost to make the canal from Pittsburgh to Kiskeminitas. I would not wish a better fortune than such a contract.

What then is the plan proposed? In the first place I would suggest that if it has been found practicable to make a canal round the falls of the Ohio commencing with a lift lock in the pool below and passing along from thence with a canal and entering into the pool above; nay, if it is practicable to overcome nature in her vast admeasurements at the falls of Niagara by making a canal around the falls from the pool above to the pool below the falls, which is about being made, what difficulty can there be in making a canal around a ripple in the Allegheny river. But say our engineers we must have dams at these ripples, and Mr. Gay states 18 to be necessary between French creek and Kiskiminitas, at an estimated expense of $346,036 or an average cost of nearly $20,000 each, and Major Kearny's plan contains a much greater number and at an expense (not exactly recollected the report not being before me) perhaps not greatly different.

But why the necessity of an artificial dam when there is already a natural dam at every ripple? There might and in many cases would be good sense in removing this natural dam, but none in increasing its height. The only possible beneficial result would be in producing slack water over several small ripples of perhaps one or two feet fall respectively, and where it would not be worth while to make a separate canal and locks at each. But in all such cases there can be no necessity either for dams or canals, (and it will be only in those cases where there may be a fall of four feet or upwards, that any canals or locks whatever will be necessary) and to prove this fact which if true will reduce the total lockage at least one half, with nearly a corresponding diminution of expense on that account alone, will be in part the object of the present address.

It is now some six years since meeting Major Kearny at Franklin, (at the mouth of French creek) who was then about commencing the survey of the Allegheny river, I inquired of him whether he would prefer an inclined plane from Olean to Pittsburgh for steam boat navigation provided he had always six feet water, or a stagnant pool? He replied, undoubtedly an inclined plane, for what you lost in ascending you would gain in descending, with this advantage, that the heavier burthens would be taken by the descending navigation which would be a positive gain.

It is well known by all acquainted with the Allegheny river that at low water mark it contains a succession of pools and ripples. The pools from 2 to 8 miles in length and in one instance about 15 miles. The current of the water in these pools will not at low water average more than from one to two miles per hour. The total average at high water when fit for rafting lumber from Franklin to Pittsburgh will not exceed four miles an hour about the average of the Ohio and Mississippi. The pools in low water mark are from six to ten feet deep, what then would be the result if one of their natural dams at a ripple where there was a fall of one, two, or even three feet, should be removed. It would perhaps reduce the water in the pool above from ten to eight feet deep, or from six to four feet deep and increase the current in the upper pool from one to two miles an hour to say three or suppose even four miles the hour, which would in no degree affect the steam boat navigation injuriously.

Let us next examine if this can be done and at a moderate expense.

At the time alluded to of having met Major Kearny at Franklin, he enquired of a very intelligent and experienced man (who had for some twenty years of his younger life, owned boats, and been in the habit of

steering them himself on the Allegheny river,) if there were any rocks in that river? He replied there migh be, but if there were he had never seen any. Mr. Gay in his report states it to be "a remarkable peculiarity in the Allegheny river, that notwithstanding its banks are lined with rocks, yet in not a single instance, can a rock bottom be obtained for the foundation of a dam, and but in few instances for the locks. The dams in all cases will stand on a foundation of coarse gravel, and the locks commonly on the same material." Where then the mighty difficulty of removing these natural dams at the small ripples? A few men with spades in a week's time, would remove many of them—a team of oxen and a plough, would in a few days loosen the gravel, and in as many more would, with a scraper, effectually remove all but the smaller particles of earth and gravel, which would be carried to the bottom of the pool below—or if you want to go effectually to work, procure a flat steam boat or rather a barge, on the plan of those used by Capt. Schreeve, for the removal of a raft on the Red River, and employ such a man (if such an one can be found) to manage it—attach a frame work behind it which shall trail on the bottom of the river, with some ten or twenty ploughs attached, and which by means of a lever, may be pressed down or lifted up at pleasure. Then with the force of water in your favor, and the power of steam, you would make short work with one of those ripples—the small particles would descend to the pools below, the larger gravel or pebbles, or paving stone, if any of so large a size can be removed by scrapers, or other machines made for that purpose, which will require but little invention to have executed.

Thus far for the facility of removing of obstructions in the channel of the river, where there are small natural dams making ripples of from one to two or three feet fall.

I now approach another subject. The overcoming of the obstructions where there may be a ripple, making a fall of four feet or upwards; in Mr. Gay's report, although his dams are to be as high in some instances as fourteen feet, and in one instance eighteen feet high, and each dam frequently overcoming several small ripples, yet in no instance do his lift locks exceed eight feet in height. There are no falls in the Allegheny river The ripples which will require locks may be considered from four to six feet high; the length may be from forty to eighty perches, and there may be one or two longer and many shorter. In two instances Mr. Gay proposes canals, one at Paterson's Falls thirty chains long, and the other at Earl's Ripple, forty chains long, each of these canals, he states, are calculated to save a dam. The lift lock in each case is estimated at six and a half feet.

The question now presents itself, why we can not be contented with these natural dams we have already, instead of erecting others on the top of them, when it would be desirable, that neither the natural nor artificial were in existence, but that we had one regular inclined plane the whole distance, and what is the difficulty of sinking the chamber of a lift lock four feet below the surface of the low water mark in the upper pool, as well as if we added all the dams in christendom one on top of the other at the same ripple. The only objection I can perceive to adopting this plan is that it will at each ripple save some twenty thousand dollars in expense, not give employment to so many hands, nor room for such scientific displays in the construction of brush dams, and stone dams, and crib dams, &c. &c. as might be agreeable to learned engineers.

In the plan suggested, in some instances, only one lock would be necessary, where the fall is not more than from 4 to 6 feet and the ripple short. The position of the lock would depend on circumstances; a protection wall and guard lock at the head of the canal in each case might be deemed necessary, although in the canal round the falls of the Ohio, the guard lock is near the locks at the lower part of the canal, and therefore drift wood it is said, sometimes enters into the head of the canal.

It is evident the only considerable expense in the plan suggested, would be the excavation of the earth; every body knows, who knows any thing of the Alleghany river, that uniformly at the one side of the river, if not on both sides, the soil is alluvial. The easiest possible kind of earth to be removed. The height of the banks average from 25 to 30 feet inheight above low water mark.

I propose, however, to obviate even this expense, trifling as it is, compared with that of erecting dams across the river, or tow paths, &c, &c.

It is well known to all who have been on the Alleghany river, and descended it at low water mark, who have not descended it "like a flour barrel," that all of the ripples and for a small distance above and along side of them there is a considerable shoal, which although covered at high water and even at a medium state is bare at low water. It is also known that even at high water, the current continues on the same side where it runs in times of low water, and that on the shoal side, it is either eddy water or a very gentle current indeed; my proposition then is to make the canals through these shoals, leaving a distance of 15 or 20 feet next the alluvial bank, for a *berm* bank, to commence the excavation at a period of low water, erect a coffer dam in four feet water in the upper pool immediately above the shoal, below which coffer dam commence the chamber of the upper lock which dig four feet below the surface of the water in the upper pool, continue your canal at the same level until you come to the lower lock, the chamber of which to be dug in the same manner as the upper one to a depth of four feet below the surface of the pool below at low water mark, into this lift lock your boat enters, which when filled, passes along the canal and enters into the pool above; the canal would evidently require more digging at the upper pool to get through the bar, than as you approach the lower lock, as the shoal itself is an inclined plane, the digging would diminish. A wall some three feet high at the top and say six feet at the lower part from lock to lock would be sufficient. This wall to be ten feet from the outer edge of the canal against and over which wall the excavation from the bed of the canal could be placed.

But it may be said the high water of the Alleghany would run over this—so it would, not only during extraordinary freshets, but perhaps, even when the river was fit for rafting and for steam boat navigation over the ripples—but this would not injure the locks or gates (which would be left open during high water) nor the walls. Let it be recollected, that the canal would always be placed at the side of the river, where there would be no current or a very trifling one—the ice would never run against the walls, the water would be six or ten feet above it before the ice would run off, the gates they may be shut or open without much or any difference, possibly by the upper gate being shut in some rare instance, some drift wood might be prevented entering. I am well assured that although the waters of the north and west branch of the Susquehanna frequently overflow the canal, locks and all, yet it never sustains any injury from the rapid current of those rivers, it is obvious that a great saving of expense would be the consequence of adopting this plan; and it is also perfectly clear that in many if not all canals proposed but one lock would be necessary. With a reference to this subject in general, I went up the Allegheny a few days since accompanied by two intelligent and scientific friends; our examination and observations were confined to the first ripple on the Allegheny at Herr's Island. This however, may be considered a fair specimen of all the rest

Along the western main shore passes a small branch

of the Allegheny about fifty or more yards wide, and separated from the main branch by Herr's Island, the main branch of course passes on the east side of the Island where the current of the river runs as well in high water as in the present medium state of the water. So well understood is this fact that a person residing on the main shore of the small branch has a building erected on the bank of the main land to the waters edge, one end of which is supported on two upright legs, about ten feet in length, and placed as he informed me about three feet in the earth, and the frame of his building made to rest upon the top of the logs without any mortise whatever. The high freshet three years ago, raised two feet above the lower story of a light frame house belonging to the same person, nearly at the same place, without in any manner affecting its position.

This branch is, perhaps, one fourth of a mile in length. The upper part of the channel is bare at low water, as also a part at and immediately below the lower end of the Island, although a considerable depth of water remains in the greater part of the channel even at low water—about one third of the distance from the upper part of the Island is a fall of say one foot or 18 inches here a mill formerly stood and it appears to be the remains of the dam that makes the fall—on the east side of the Island the pool is said to continue to near the upper point of the Island, and the ripple extends up the river from 1-8 to 1-4 of a mile above the Island the total fall is estimated at 4½ feet. Suppose that a lock was placed immediately at the dam where the old mill stood, with wing walls to the Island, and also to the main shore, the necessary excavation made at the lower part of the Island, and out of the chamber of the lock to permit, 4 or even 3 feet depth of back water from the Allegheny at all times into it, and commence a canal from the pool above say 3 or 4 feet deeper than the surface of the low water in the pool above, extend this excavation horizontally as far as excavation would be necessary towards the lock already mentioned—and make a wall as already mentioned from the upper pool to the upper part of the island, as already mentioned, and what difficulty with the single lock in passing a steam boat through from pool to pool. The whole of the expense, lock, excavation, and wall, would not cost ten thousand dollars; and, if completed, would give ten miles of as good permanent steam boat navigation as any in the world.

It will be a matter for the scientific and practical engineer on a careful examination of the river at low water mark, to take the soundings of the different pools, in order to ascertain how much of the natural dam may in every case be removed and yet leave sufficient water for all the necessary purposes of navigation at times of the lowest water, as also to locate the places for the canals, locks and walls, &c. It would also be advisable to view the course of the current at high stages of the water, from a knowledge of which proper precautions could be used to guard against any possible injury. As to the mode of passing through the canal by steam boats, it is not necessary to say any thing; the means are obvious and various.

To the suggestions already made respecting a canal navigation round the ripples of the Allegheny, I would only add that by means of a guard lock at the upper end of the ripple as already proposed, no lock in the lower pool would be necessary, and the intermediate space graded to a regular inclined plane of one fourth of a degree, about which six feet perpendicular in a half a mile would give—upon which plane let a single rail way be placed and a steam boat of one hundred tons burthen might be taken up such a rail way on such a plane, with a power of about 17 hundred perpendicular weight, or being little more than 10 horses power.—This being sufficient to overcome the only opposing powers of gravity and friction, as usually estimated; which power could be readily brought to bear on the wheels of the cradle in which the steam boat would be placed from the pitman of the steam boat, &c; or many other means might be easily applied for that purpose. This, however, is a subject for others to pursue, I merely throw out the hint for consideration.

Some weeks since, having attended a convention of delegates at Kittanning, for taking into consideration the means of improving the navigation of the river Allegheny, a brief outline of the plan now suggested was communicated. It did not appear to take; as I then stated, many persons thought we "had seen an end of all perfection here below"—for myself I did not think so—nor do I now think so of the plan I have suggested—but if I am not much mistaken, it is the cheapest and best that ever yet has been suggested. That a better one may be adopted before the Allegheny river is improved, may be probable; but of this I am certain, that neither of the plans heretofore proposed ever will be adopted unless the public are disposed to throw away their money, for the mere love of extravagance and folly.

At the Convention alluded to, I proposed a resolution that the committee of correspondence should apply to the President and Managers of the New York and Erie rail road company, and also to the canal commissioners of Pennsylvania, for engineers to survey and examine the Allegheny river, to ascertain the best practicable mode of making it navigable for steam boats without injuring the descending navigation, and also to make an estimate of the probable expenses.

I thought in every instance it would be a subject for examination and of skill, to decide what dams or ripples might be removed without making the pools above too shallow for navigating at the lowest stage of the water, and where locks would be necessary, and the expense of the same, and also of the excavation. That such a report as they could make, would be relied upon as containing absolute verity, both by the New York company and the Legislature of Pennsylvania, as well as by stockholders, if a charter should be obtained. It was opposed and negatived by a majority. I doubt if the reasons given in the negative are now satisfactory to those who gave them—some were certainly of a singular character; one was that it would impede Legislative action, as the Legislature would not act unless on a report made by Surveyors appointed by themselves—which if correct did not go to impede Legislative action. The most it would prove was, that it would not expedite it.

Some were afraid of alarming Philadelphia—as if she would know nothing of the meeting and of the objects of it, unless such a resolution should be passed—and why be afraid of alarming Philadelphia, when the only tendency of such an alarm would be to prompt her to pursue active measures for the further improvement of the state.

I had also proposed a resolution to memorialize Congress for aid to this truly national improvement.—But an honorable and learned member of Congress stated, that '*the Heads of Departments*' 'had determined to grant no appropriation unless for improvements of a national character, below a port of entry.' Of course this resolution was negatived. A member of the Convention in order to conciliate these high dignitaries, proposed applying to Congress to make Olean a port of entry—an amendment was proposed to add 'for entry of staves and hoop poles'—so between the sublime and the ridiculous, all was lost.

In the afternoon of the same day, however, with singular inconsistency, it was moved and supported by those who were so much afraid in the forenoon of alarming Philadelphia, that a Convention should be held in Franklin in November next, and that the Board of Trade of Philadelphia and the Chamber of Commerce of New York should be invited to send delegates to the Convention. With a view of exposing this inconsistency, a proposition was suggested to apply also to the New

York rail road company to send delegates, which had the effect of procuring a negative to the resolution for holding a second Logomachic Convention.

That this noble river should remain much longer unimproved is out of the question. It would be rejecting the bounty of Heaven bestowed upon us. It is not to be supposed that Philadelphia would adopt the illiberal policy of opposing it—she has great natural advantages for securing the largest portion of the western trade; this relative advantage she can still preserve by corresponding exertions to improve by art the advantages of nature—it is still less to be expected that the legislature of Pennsylvania, who in pursuing a system of wise and liberal legislation, extended her canals of the Susquehanna to the tide waters of the Chesapeake would oppose it—and if all this was done the Riparious owners would by the aid of a company have it done without the sanction of a law, and legislation to oppose it would be as vain and tyrannical as the attempt to stop the navigation of the Scheldt by the treaty of Aix La Chapelle.

A. W. FOSTER.

NOTE.

Since writing my communication, I had access to the Report of James Geddes, Esq. of the 6th of December, 1826---vide Report of the Pennsylvania Canal Commissioners, accompanied with documents, page 50. He says---"in the 18th and 19th miles the river [Allegheny] falls eight and a half feet in nine hundred and thirty yards, and a wall of timber and stone, running parallel with the shore and made water tight for said distance, would afford water power sufficient to throw up water twenty-three feet high; the elevation of the canal above the river surface of that place;---" making such a wall half a mile long, and of an average height of six feet would cost when gravelled, about one thousand dollars." Strange indeed, that when a mill race could be thus made, without sustaining injury from high water, and from ice, that it should never have occurred to him, that a canal could be made on the same principles with perfect security; or is it in the change of the name that all the danger lies.

A. W. FOSTER.

MILITARY ELECTION.—The elections for Major Generals of Divisions, was held in pursuance of law, throughout the State on the 6th of July. We gather from our exchange papers notice of the election of the following gentlemen:

Divisions:

1. Robert Patterson, Philadelphia.
2. John Davis, Bucks.
3. George Hartman, Chester.
4. David Miller, Lancaster.
5. Andrew Duncan, York.
6. George M. Keim, Reading.
7. Mathias O. Selfridge, Northampton.
8. Abbot Green, Union.
9. William Patton, Bradford.
10. David R. Porter, Huntingdon.
11. Samuel Alexander, Cumberland.
12.
13. Gideon John, Fayette.
14.
15. John M. Davis, Allegheny.
16. William W. Perkins, Crawford.

Harrisburg Chronicle.

From Poulson's American Daily Advertiser.

TOUR IN PENNSYLVANIA.

NEWPORT, R. I. July 18, 1835.

Mr. Poulson,—It is but a few weeks since I took my departure from Philadelphia, on a tour to the west, as far as Pittsburg, and as some of the interesting scenes I was an eye witness to, are still fresh in my recollection, I am induced to devote an hour's leisure, in offering a sketch of my journey and observation, to such of your readers as may be inclined to devote a few minutes of their time in perusing them.

On the third of June, at half past eight in the morning, I stepped in the Rail road car, attached to a train at the depot in Broad street, in company with a friend and fellow traveller, besides a variety of others, to most of whom I was an entire stranger. We took our seats in the Pioneer Line to Pittsburg, and as soon as we reached the first inclined plane, on the western side of the Schuylkill, the horse power being dispensed with, we were drawn up the plane by a stationary engine, and then being attached to a locomotive, wended our way at a more rapid rate, through a delightful country, passing through Downingtown, Paradise, Soudersburg, and Lancaster, at which latter place we stopped to dine, and at five o'clock in the afternoon reached Columbia. Here our rail road excursion terminated, and a party, consisting of about forty, embarked on board the canal boat Susquehanna, Captain Morton, for Hollidaysburg. Nothing could exceed the politeness and attention of the commander of this boat, and the neatness and comfort of the accommodations. The table was excellent, and well supplied; the berths were neat and clean; the servants and superintendents active, dutiful, and obliging. The horses were good, and the riders young and active. The only objection that could be entertained for a moment, was the crowded state of the boat, and this was in a great degree removed by the excellent arrangement and economy of the gentleman who commanded, and the sub-officers and servants, who obeyed his commands. The canal throughout is well constructed, and reflects much credit on the engineers and workmen employed, though I must confess it would have been wise had the width of the canal been increased in some places, and the locks enlarged, so as to give greater facility in passing and repassing, which at a day not very remote must be remedied, as the business on this canal is rapidly increasing; and, in a year or two, by a corresponding increase, it will be rendered indispensably necessary. There is another objection, which to the passengers is a serious one. Many of the bridges are too low,—so much so, that passengers on deck are obliged not only to sit down, but frequently to lie down flat on their backs, sides or fronts, and even then they are in danger of accident, and injury from the bridges, which I hope the legislature will not fail, at its next session, to remedy. Our passage to Hollidaysburg was delightful. The passengers, among whom were a number of ladies, were all polite and attentive to each other, not one exceptionable character among the whole group; and I may add with satisfaction and pleasure, there was not an individual inclined to the use of ardent spirits, or to the excitement of unbecoming mirth. We arrived at Hollidaysburg in the evening of the 5th, having slept two nights in the boat, and early the ensuing morning, took our seat in the Rail road car, and reached Johnstown, the western side of the Allegheny mountain, distance 36½ miles, at one o'clock, A. M. Here we stopped a few days; but, before I enter into a description of this interesting and thriving place, I must give some account of the villages and towns we passed on our journey from Columbia, including Hollidaysburg and the rail road across the mountain. The town of Columbia is so well known as to need but little notice at this time. It is well located on the Susquehanna river, and affords an excellent site for a depot of great importance, being about 80 miles from Philadelphia, and a few miles less from Baltimore. Its trade in lumber is of very great magnitude, having the two great sea-ports to supply; and the largest share of the western trade by the Columbia rail road, and the Chesapeake and Delaware canal to Philadelphia; and the natural channel of the Susquehanna, and the canal now making to Port Deposit, leading to Baltimore, give it many other advantages. A few miles from Columbia, the thriving village of Marietta is situated. This is also a considerable place for the lumber trade, and presents

a pleasing and commanding view, passing by Bainbridge and Falmouth, and York Haven, on the opposite side of the river, we approached Middletown, near the mouth of the Swatara, where the Union canal opens, and thence ten miles further, we reached the seat of government, the metropolis of Pennsylvania, a place so well known that it would be useless in me to attempt to describe it, though I cannot avoid saying, it looked lovely and fair, as we passed by it.

From Harrisburg, we passed through Millerstown, Thomsonstown, Mexico, Mifflin, Lewistown, Waynesburg, Hamilton, Huntingdon, Petersburg, Alexandria, Williamsburg, and Frankstown, and then reached Hollidaysburg. Some of these towns are quite respectable in appearance, particularly Lewistown, Waynesburg, and Huntingdon—the rest are small, though no doubt destined to be great. Pennsylvania is a state of the first magnitude, and bids fair to eclipse her rich and powerful neighbor to the north, as she has her two sisters to the south of her. Her lands are rich in minerals, timber and soil. Her sons are hardy, industrious and enterprising; and although a neighboring city, from its locality, has robbed her of a large portion of foreign commerce; and the western territory, from the cheapness of public lands, and the allurements of profit from cotton pods, sugar canes, and the sweat of slaves, have tended to retard her progress in cultivation and settlements, Pennsylvania must and will rise triumphant through all the checks, discouragements and difficulties with which she has, for the last fifty years been surrounded. The wisdom and liberality of her citizens, and the sound policy of her legislature, in adopting the noble system of Internal Improvements, will conquer every impediment. Twenty-five millions have been expended by the commonwealth, without imposing any burthens upon the people, since January, 1826, independent of the Schuylkill, Union, Chesapeake and Delaware, and Lehigh canals, and a variety of rail roads branching out in different sections of the state, achieved principally by the liberality of the citizens of Philadelphia. No state in the Union has done so much, and no city in the world has shown stronger evidences of wisdom, patriotism, and public spirit! The great thoroughfare between Philadelphia and Pittsburg is a stupendous work—its length 376 miles—116 of which is by rail road, and 260 by canal—costing upwards of *fifteen millions of dollars!* The work throughout is well done, but the portage surpasses every thing of the kind in the United States, and I believe in the world! There are ten inclined planes, five of which are ascending, and five descending. There is a tunnel of more than nine hundred feet in length, extending through Laurel Hill, under which we pass, majestic in appearance and wonderful in effect. There is also a viaduct over the Little Conemaugh, of unparalleled beauty, the superstructure of which is grand, far beyond any description from my pen. The captains of the cars generally stop here, and invite the passengers to get out and examine for themselves this wonderful work, which never fails to excite the admiration and applause of every beholder. The workmanship of the tunnel commands equal acknowledgments, and indeed the whole pass across the Allegheny, uniting with the canals at each end, produces *universal approbation.*

Hollidaysburg is a neat, thriving town. I spent but a night there, and consequently am enabled to give but a feeble account of it. Its situation is undoubtedly good, the country around looks well, and the people appear to be prosperous and happy. Its population at this time may be estimated at about one thousand inhabitants: a few years ago, when the canal was projected, there was not a house in it. Johnstown is equally well located in reference to the public improvements, but in other respects it has a decided advantage. Bituminous coal of the first quality is not only abundant and convenient, but so cheap that it is delivered at the door of the purchaser throughout the year, at from three to four cents a bushel, and water power may be obtained to almost any extent, from Stoney creek, and the Conemaugh, and the public dam, at a small expense. This town is surrounded by coal, which may be dug from the hills on every side, and the lands adjoining and containing it may be purchased at from three to thirty dollars an acre. No spot in the United States, not even Pittsburg, possesses greater facilities, or offers superior advantages to the enterprising manufacturer, than this place. Iron ore, pigs and blooms, are to be procured in the greatest abundance, in the neighboring counties, and the means of transportation are so cheap and convenient, as to dispel every doubt on the subject. Cotton and woolen factories can also be conducted to the best possible advantage at this place. But one thing is necessary to make Johnstown a second Birmingham, Sheffield, or Manchester—and that is, a knowledge of these facts, which a visit to this promising town would immediately and fully disclose. Few persons in the United States know where Johnstown is situated, and very few indeed, the many advantages she possesses. Let enterprising manufacturers visit it—they will soon discover the accuracy of these observations. Johnstown, although rapidly increasing in size, has not yet attained a population superior to Hollidaysburg, notwithstanding it is one of the most promising towns in the commonwealth of Pennsylvania, and will soon exhibit such symptoms of growth as to excite wonder and astonishment that its manifold advantages have not been sooner discovered. After spending a few days in Johnstown, at at excellent hotel kept by Alexander M'Connell, we continued our journey in the canal boat Niagara, Capt. Webb, (Pioneer line.) Every thing on board was neat and comfortable—the passengers less numerous than they were in the Susquehanna—and the accommodations equal in every respect. Studious in his endeavours to please, Capt. Webb received the deserved approbation of every passenger on board. We reached Pittsburg the ensuing evening, after passing one night comfortably in the boat. On our way from Johnstown, we glanced by several respectable towns, viz: Blairsville, Newport, Saltsburg, Warren, Freeport, and Lawrenceville.—Pittsburg is one of the greatest manufacturing towns in the United States, and is increasing in size with wonderful rapidity. In 1826 there were but about 12,000 inhabitants—it now contains more than 30,000. There is another tunnel on the canal, near Blairsville, equal in extent and workmanship to the one on the Portage road. It is a magnificent work, deserving of the highest commendation, and adds another link to the great chain of improvements erected by the genius, public spirit and wisdom of the sons of the key stone state.

I am, dear sir,
Yours most respectfully.

From the Commercial Herald.

GIRARDVILLE.

From the Editor in the Country.

GIRARDVILLE, July 8, 1835.

I doubt whether one in ten of the readers of the Herald know "the local habitation," if they ever before heard the "name," of Girardville, and they will scarcely therefore, know my "whereabouts" by the date of this. I must explain. Girardville is the place designated by the late Stephen Girard, as the site of a town, destined at a future day, to be of some consequence: it is situated on the Mahanoy Creek, twelve miles N. W. from Pottsville, and thirty-three miles south east of Sunbury, on the Pottsville, and Sunbury rail road, in the midst of what is termed the Mahanoy coal region—one of the richest in the state,—and on the tract of land bequeathed by Mr. G. to the city of Philadelphia. The rail road is completed (with one track of rails) from Pottsville to the foot of the inclined plane near this

place, and is graded to Sunbury with the exception of thirteen miles. The party mentioned in my last, left Pottsville yesterday morning about 9 o'clock and came out here, stopping at the several inclined planes and examining their construction and the operation of the machinery at their leisure. The road, take it all in all, is one of the most interesting I have ever passed over The country through which it passes is wild, mountainous, and extremely romantic, and picturesque. The inclined planes, of which there are several of considerable length and an unusual rate of inclination, at first presented such an aspect of danger as to cause the company to hesitate about passing them in the car, but recollecting that the machinery, chain, &c., were capable of supporting a perpendicular weight of twenty tons, without danger of giving way, we came to the conclusion that there could be no danger of its breaking by the weight of one ton merely, and we therefore resolved to show our confidence in the engineer of the road, Moncure Robinson, Esq., by remaining in the car going up and down the several planes:—by the way, we ought to claim no credit on this account since, but a few days ago Mrs. Robinson showed her confidence in her husband's skill and judgment, by remaining in the car as it went up and down the planes; and Mr. Robinson showed his confidence in the strength of the cables and machinery, by thus risking, if risk there was, the life of his lately betrothed lady. At any rate, all passed perfectly safe, and to show what command those who superintend the planes had over the machinery, they stopped, at my request, three cars loaded with two and a half tons of coal each, in their descent, and about mid-way down the plane by means of the friction machinery alone, and with perfect ease. There is but one plane where a stationary engine is used, namely No. 5. which is 1625 in length, and rises 345 feet. At the others, cars are taken up by the descent of coal cars which are always kept in readiness for that purpose;--I should except, plane No. 6, however, up and down which the cars are taken by means of water tanks placed on car wheels, and which can be filled in 3 minutes, and emptied in the same time. The engine at plane No 5. is of 90 horse power, and so perfect is the machinery that it is as noiseless as that in the United States Mint;—at 20 yards distance one would scarcely know that such a thing as a steam engine was within five miles of him. Several of the planes are provided with what are termed "wind-breaks," which I have never seen elsewhere, and which are undoubtedly an important part of the machinery. These "wind-breaks" are simply upright shafts in which are any given number of arms formed of two inch plank about 15 feet long and 12 or 18 inches wide; the shafts are provided with a pinion at the lower end which is turned by the wheel around which runs the endless chain, to this chain the ascending and descending cars are attached; the resistance of the air upon the horizontal arms, of course, checks the velocity of the descending cars, and the greater the velocity the greater the resistance,—hence the danger of too rapid a descent or ascent is almost entirely removed. The horizontal arms or "wind-breaks" can be increased at any time necessity may require.

But I must not dwell too long at the inclined planes; —"go a head" is the order of the day, and we must therefore "be off." We are now on the summit of Broad Mountain, at the head of plane No. 5, down which we have now to descend 1625 feet. A nine inch cable is attached to our car—the cable runs round a drum thirty-three feet in circumference; the other end of the same cable is at the same time made fast to two loaded coal cars at the foot of the plane—thus prepared, the engine is started, and down we go, and up comes the coal cars meeting each other mid-way, and, as it were balancing each other:—now we are safely down, and anon we come to Montgomery, so called in honor of Gen. Montgomery of Columbia County, the principal projector of this road and an active friend of internal improvements. Here we must call a halt and look at the tunnel which the company are cutting through Bear Ridge,—at the coal mines which they are working, and at the extensive preparations for screening the coal and loading the cars. Here too, we will refresh the *body*, while the *mind* is contemplating the majesty of God's works; his goodness in filling these apparently worthless and inaccessible mountains with a material so essential to the arts and the comfort of man—the Almighty power that hove them up and piled them, one upon the other like "Pelion on Ossa,"--and puzzling itself with the vain but natural inquiries "how came this coal and these mountains here? what was the cause that could thus "call them from the vasty deep"? and how many thousands of years have passed away since they were thus hove up like billows from the profound abyss?"—for certainly they are the result of some terrible convulsion of nature which "made the earth to groan and tremble to her inmost centre."

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From the Editor in the country.

GIRARDVILLE, July 8, 1835.

Having thus recruited the inward man, we proposed to examine sundry of the coal mines, in the vicinity, wrought by the company, under a lease from the city, and also to look at the tunnel which has been commenced, and which will eventually pass through the mountain called Bane Ridge. The height of this mountain is near 300 feet; it contains several large veins of coal of excellent quality, but intervenes between the rail road and one of the richest coal fields in the state, which belongs to the city. The tunnel of which I spoke, will pierce the base of the mountain, 900 feet through, and thus, in effect, remove mountains: it has been carried in about 100 feet, but its further progress is suspended for the want of necessary means to prosecute the work. The completion of it 30 feet further, it is estimated would extend it into some excellent coal veins which might then be wrought to advantage, and enable the company to push it on still further. As this tunnel must be completed before the great and rich coal beds of the Locust Mountain owned by the city can be reached, it is highly desirable that the means should be provided for driving it through with all convenient and reasonable expedition. At present the mines in this mountain are wrought on the north side, some fifty feet below the summit, to which the coal is brought and emptied from the cars into a schute, down which it descends about two hundred feet, when it enters another schute which passes down an air shaft one hundred feet into the tunnel near its present termination, from which it falls into cars and is brought to the rail road. With all these disadvantages, and all this extra labor, the company are now getting out and sending down the rail road to Mt. Carbon, about 80 tons of coal per day, and will in a few days increase the quantity to 100 tons per day. The tunnel, when completed, will open a passage to the great Mahanoy coal beds and the eastern part of the Girard lands, and will give value to both, which are comparatively valueless now.

Having spent an hour or two in examining the mines, tunnel, and other works at Montgomery, we pushed on to Girardville two miles distant, which being the limit of the finished rail road, was of course made the limit of the party's trip, who, after partaking of farther refreshments at the hospitable mansion of Mr. Boyd, the agent of the Girard lands returned to Pottsville, leaving me where I now am, the guest of Mr. Boyd.

I do not wish to exaggerate the value and importance of this road, but it appears to me that no one who takes a right view of the subject will hesitate to say that it ought to be completed with all practicable expedition.

I look upon it as of great importance to Philadelphia, not only as giving value to the large body of coal and arable lands she owns, but as a most important link in the chain of rail roads which is to connect her with the New York and Erie rail road, via Williamsport and Elmira, and through which a considerable portion of the trade of the North and West branches of the Susquehannah is to pass to and from the Philadelphia market. But were there no other object in view than merely to open an outlet for the coal and lumber of the Mahanoy valley and mountains, that of itself would warrant the completion of the road. Besides the coal lands belonging to the city, there are other extensive beds owned by individuals which will be worked as soon the road reaches them, and I believe it is not exaggerating to say that in less than two years, should the road be completed, there will be sent down, by the way of Pottsville, not less than three hundred tons per day, for two hundred days in the year, and nearly an equal quantity by the way of Sunbury to Baltimore, and other places on the Susquehannah. The probable amount of lumber that will be sent to market from this region, I have not the means of estimating; but there are now 10,000,000 feet at the several mills on the Mahanoy, to be taken down to Philadelphia this year. Now, if any one will take the trouble to estimate the tolls and transportation of these materials, he will find that they will yield a full interest on the whole investment or cost of the road. It is only necessary to say that the road has been constructed under the superintendence of that eminent Engineer, Moncure Robinson, Esq. to assure the public that, so far as it has progressed, it is made in the very best manner, but unfortunately the necessary means are wanting to complete it. I understand that an application has been made to the City Councils for aid to enable the company to go on: what has been done in the matter I am not informed, but most ardently hope the application will not be unavailing. The interests of the city are so deeply connected with the completion of the rail road, that any aid which could be safely rendered should by no means be withheld.

OUR HARBOR.—Soundings have recently been taken by Lieut. Brown of the Engineer Department, of the principal parts of the harbor at this place. The result shows that, between the piers where the channel is 600 feet wide, the depth of water is 19 feet, where 400 feet wide, 20 feet: from the piers into the harbor, the water varies from 10 to 20 feet—in no place in the channel was it found to be less than 10 feet in depth. The plea, therefore of an insufficient depth of water will not longer serve as an excuse for any vessel, or particularly, steam boat on the lake, to refuse coming to the town landing.—*Erie Observer.*

CANAL TOLLS.—The annexed table exhibits the amount of Canal Tolls paid into the treasury during each month, from the 1st of November last. This sum is 200,000 greater than that received during the corresponding portion of the season of last year.

November, 1834,	$25,486 30
December,	33,128 84
January, 1835,	22,571 05
February,	8,993 17
March,	11,065 92
April,	59,883 90
May,	51,808 27
June,	102,312 24
July, to 14th,	46,180 13
	$361,429 88

The amount yet in the hands of collectors must exceed $40,000—making the whole sum received on account of tolls from the close of the fiscal year of 1833--34, to the 14th instant, *exceed four hundred thousand dollars.—Harrisburg Chron.*

PENNSYLVANIA CANAL.

A Statement of the several kinds of Property entered upon and taken off the Pennsylvania Canal at Portsmouth, during the months of April, May and June, 1835.

ARTICLES.		Entered and cleared to the West.	Arrived and taken off to the East.*
Flour	barrels		41,647
Wheat	bushels		387,549
Corn and other grain	do		93,779
Clover & other grass s.	do		3,836
Potatoes	do	76	1,537
Salted Beef	barrels		56
do Pork	do	185	283
Bacon	pounds	26,858	1,613,980
Fish	barrels	10,905	
Butter and Cheese	pounds	35,813	12,546
Lard and Tallow	do		55,449
Salt	bushels	17,304	
Feathers	pounds	284	17,589
Wool	do	3,204	136,705
Cotton	do		6,535
Hemp	do	32,121	6,171
Tobacco	do	716,579	1,060,364
Leather	do	28,848	245,774
Raw Hides	do	529,482	43,540
Furs and peltry	do		14,213
Whiskey & dom. sp.	gallons		101,581
Merchandize	pounds	11.417,844	55,292
Groceries	do	5,872,068	525
Oil	gallons	16,013	25,817
Drugs and Dye-stuffs	pounds	550,643	7,206
Gypsum	tons	2,441	
Furniture	pounds	275,020	54,379
Window glass	boxes	1,276	1,543
Rags	pounds		159,156
Mineral Coal,	tons	42	1,626
Iron ore,	do	415	
Pig iron and castings	pounds	262,308	2,137,348
Blooms, bar & sheet iron	do	558,125	916,900
Lead in pigs and bars	do	7,382	
Copper and tin	do	103,544	400
Marble	do	119,208	
Limestone	perches	9	70
Bricks	No.	1,450	139,600
Timber	feet	10	550
Sawed lumber	do	11,500	674,462
Staves, heading & hoop poles	pounds		469,652
Shingles	No.		155,300
Posts and rails	do		2,856
Sundries	pounds	871,021	2,459,517
Boats	No.	1,088	892
†Passengers—miles travelled		15,100	4,618
Amount of tolls rec'd	dollars	37,365 04	

*This does not include any portion of the trade on the Columbia division.

†None of the packets enter their passengers at Portsmouth—these are only such as have been carried on freight boats.—*Harrisburg Chron.*

From the Erie Observer.

THE STEAM BOATS.—We are gratified to learn that a new arrangement has been made by the grand committee, who have charge of the steam boat combination on Lake Erie, by which all the boats are hereafter required to come into our harbor, on their passage up and down the lake. The penalty for a failure to comply with this requisition is said to be one hundred dollars. Since the arrangement was made, no difficulty has been experienced, we believe, by any of them in making their way through the channel to the town piers.

From the Commercial List.

PHILADELPHIA CITY AND COUNTY.

Value of the Real Estate in the City and County of Philadelphia, from the Official Documents, July 1st, 1835.

City of Philadelpaia.

Wards.	Value.	Wards.	Value.
U.Delaware	$3,217,852 50	N. Mulberry	$2,627,625 00
L. Delaware	3,482,515 00	S. Mulberry	4,134,637 50
High	7,982,062 50	North	5,409,595 00
Chestnut	8,070,195 00	Middle	4,645,092 50
Walnut	5,636,982 50	South	4,958,262 50
Dock	4,486,525 00	Locust	5,010,432 50
New Market	2,613,495 00	Cedar	3,332,170 00
Pine	2,921,300 00		

Northern Liberties.

First Ward	1,829,697 50	Second Ward	1,649,612 50
Third	1,476,845 00	Fourth	1,549,342 50
Fifth	1,733,105 00	Sixth	1,215,120 00
Seventh	1,517,147 00	Unincorpo'd	1,644,495 00

Spring Garden.

First Ward	2,040,905 00	Second	2,501,215 00
Third	1,654,142 50	Fourth	1,966,305 00

Kensington.

First Ward	739,287 50	Second	580,150 00
Third	874,600 00	Fourth	718,805 00
Fifth	978,177 50		

Southwark.

East	2,934,382 50	West	3,002,820 00
Moyamens'g	3,225,217 50	Germantown	1,640,395 00
Passyunk	1,469,767 50	Oxford	1,363,647 50
Kingsessing	759,200 00	Byberry	435,902 50
Blockley	2,095,207 50	Lower Dublin	1,155,507 50
Penn Tow'p	1,718,700 00	Moreland	217,572 50
Roxborough	1,178,905 00	Bristol	645,747 50

Recapitulation.

City of Philadelphia	$68,528,742 50
Northern Liberties	12,615,365 00
Spring Garden	8,162,567 50
Kensington	3,891,120 00
Southwark	5,937,402 50
Moyamensing	3,225,217 50
Passyunk	1,469,767 50
Kingsessing	759,200 00
Blockley	2,095,207 50
Penn Township	1,718,700 00
Roxborough	1,178,905 00
Germantown	1,640,395 00
Oxford	1,363,647 50
Byberry	435,902 50
Lower Dublin	1,155,507 50
Moreland	217,572 50
Bristol	645,747 50
	$115,040,967 50

EDUCATION CONVENTION.

Nothing has done so much, or promises so much for the success of schools and universal education, as Conventions, Lyceums, and other *voluntary associations* for the advancement of this great and common cause. In many parts of our country they have effected, within the last five years, an entire revolution in public sentiment and common practice, relating to schools and other facilities for diffusing knowledge. Teachers have better schools, and schools better teachers. Parents and children receive more and better instruction for their expense of time and money devoted to education; and teachers a more generous and more grateful reward for their industry and their efforts. All are benefitted; none are injured.

Those who are too far advanced or too much occupied to receive instruction from daily schools, have their Lyceums furnished with libraries, apparatus, specimens of nature and art, scientific lectures, &c., to which they pay weekly or occasional visits for social and intellectual entertainment and instruction.

Amusements which were before expensive, demoralizing, and productive of but little real satisfaction, have given place to others which cost little or nothing, which improve the mind and enlarge the heart, and furnish an abundant source of the purest, highest pleasure—a feast of reason and a flow of souls.

These changes, so peculiarly striking and happy, on the industry, the amusements and general character and prosperity of whole communities, have required no legislative enactments, no costly piles of college buildings, no learned professors, no great and formal arrangements of any kind. They have found their way without parade, and without noise, into the daily social relations and intercourse of life; into families, schools, neighborhoods, villages, and hence among all ages and classes of whole communities. Free, voluntary, social, uncompelled, unrestrained, and of course, republican effort, has effected, in this case, what legislatures and colleges never have done, and never can do, for rendering communities, and all the members, classes and ages in communities, intelligent, moral, free and happy.

In view of such facts, exhibited in the experience and results of *voluntary associations* and *voluntary efforts* within the last few years, the "LYCEUM OF TEACHERS," in Philadelphia, after due consideration of the subject, have come to a unanimous conclusion, that a Convention or Conventions of the friends of education were desirable, for the advancement of intelligence and morals in the State of Pennsylvania. The Lyceum accordingly appointed a committee to fix upon the time, place, plan and objects of such a Convention, and to propose it to teachers and friends of education generally throughout the state. The committee proposes, therefore, in accordance with their instructions, the third Tuesday of August next, as a convenient time, and the borough of West Chester, Chester connty, as an eligible place for the contemplated meeting.

A prominent object of the Convention is the organization of a STATE LYCEUM, with auxiliaries in all the counties, whose citizens may wish to unite in some common measure to promote a common and highly important object. It is hence highly desirable that some friend or friends of the cause may be present on the occasion, from every county in the state, either as delegates appointed by some society or special meeting for the purpose, or as the voluntary act of individuals interested in the proposal and object.

To render the Convention an instructive and interesting occasion to all who may attend, whether ladies or gentlemen, several scientific lectures will be given, discussions of the subjects and modes of teaching will be held, specimens of plants and minerals exhibited and explained; and such other exercises instituted, as may best comport with the views and wishes of those who shall compose the meeting.

To aid in the formation and success of County Lyceums as auxilaries to the proposed State Society, some twenty or thirty sets of delementary specimens in Geology and Mineralogy will be forwarded from several schools in Philadelphia, to be put into the hands of those who may be present from the respective counties. Each set will contain from fifty to a hundred specimens properly selected, arranged and labelled, so as to present the different rocks, ores, coals, marble, and other minerals found in the state, together with some from other states and other countries. If any or all who at

tend should take with them some mineral, plant, or other specimens of nature or art, it could hardly fail of adding much to the interest and importance of the occasion. The specimens thus taken, might be deposited for the use of the proposed society, or exchanged and distributed into the several counties represented, and when requested, examined and named for the benefit of the person presenting it, he again receiving it.

As it is now generally acknowledged, being fully proved by experience, both in America and Europe, that Natural History, such as Geology, Botany, &c. &c., are highly appropriate as branches of the most elementary instruction, and entirely fitted for primary and Infant schools, and as they are found greatly to advance the progress of children in their reading, writing, geography, arithmetic, and all other branches of common school education, the Convention can perhaps select no more worthy or feasible object for their special and immediate attention, than furnishing schools and Lyceums throughout the state with cabinets of natural and artificial productions. The fact that most Lyceums and many hundred schools and numerous families have been furnished with such cabinets within a year or two past, by measures similar to those contemplated in the proposed Convention, shows the entire feasibility and great ease with which the object may be accomplished. A more important step for beginning in this object can probably not be taken, than for those who may attend the Convention, to deposit on the occasion any specimen of nature or art which they may deem curious or useful, either for the general cause, or their own special benefit, as already proposed.

With these outlines of the plan and objects of the proposed Convention, briefly expressed, the committee beg leave to submit the proposal and enterprise to the consideration of the friends of useful practical knowledge throughout the state, and to invite their co-operation in the meeting and measures proposed, so far as it may comport with their views, convenience and more special engagements.

J. M. KEAGY,
N. DODGE,
C. H. ALDEN,
J. EUSTACE,
J. H. BROWN,
J. SIMMONS.

Philadelphia, July 15, 1835.

From the National Gazette.

DISTANCES ON THE DELAWARE.

Mr. Editor—We read an account in the Pennsylvania Inquirer, a few mornings since, of what was considered an extraordinary performance of the steamboat Ohio, in running from Cape May to the city in *six hours and forty six minutes*, a distance called by the editor 120 miles. * * * * *

We beg leave to state that the distance to the Capes is much overated, being one of those traditionary estimates of distances by water, which are always exaggerated in a new country, and gradually diminish as greater accuracy is required. One might be led to suppose that pilotage was originally charged by the mile rather than by a measurement of the vessel, when we consider the errors that have so long prevailed on such subjects.

The distance from Philadelphia to Cape May by the River and Bay does not much exceed 95 miles,
While by the stage road it is only 78 miles,
This we are aware will be considered "a most damnable heresy" by the old weather beaten pilots of the Delaware, whose forefathers taught them it was full 150 miles!

and who will now only yield to the *modern improvement* of calling it 120 miles. Even this abstraction of the merit of bringing a vessel up to our city, with wind and tide in her favor, "between sun and sun," is enough to rouse *Dicky West* from his grave, and we should really expect to encounter his broad rubicund face and clean ruffle bosom; did we not believe him to be too indignent at the impertinent interference of the Temperence Societies with the habits of a *gentleman* to "revisit the glimpses of the moon."

As it is only those citizens who have reached a certain age that knew this Palinurus of the Deleware, (and what captain felt uneasy about the safety of his vessel, as the poet says, "*Dicky Duce*,") we may be excused for rescuing from oblivion, and preserving for the younger generation, some recollections of Richard West. This old Pilot was distinguished for four things —his accurate knowledge of the channel of our river and bay—his cool assurance—originalness of character —and last, though not least, for his clean shirt. Those who knew his general habits will not fail to appreciate the merit of this last distinction. To those who do not we are obliged to state that temperance was not one of our hero's virtues;—or, speaking more charitably, it was not his *chief* virtue, in short candor obliges us to confess at once that Dicky was seldom sober.—Yet an allowance of grog that would cause a mutiny in his lower limbs, and make them refuse to do duty, did not prevent the full exercise of his professional skill, and he has often safely brought a large ship from the Capes to our city when too drunk to stand. On one occasion, he had been put on board a vessel bound up inside the Capes, a little before dark. After taking the command, ordering the sails to be trimmed to catch what they might of a light breeze, and fortifying himself with a stiff rummer of brandy, (being previously pretty well primed,) he stretched himself on the starboard hencoop and fell fast asleep. The second mate, whose watch it was on deck, missing our friend's cheerful chat, and anxious to hear more of the news after a long absence, determined to rouse him. Lighting a brimstone match, he placed it under the sleeper's nose, and let him have a good snuff. Dicky was on his feet in a moment, and sang out to the man at the wheel, "Hard up—I smell h—ll."

One more memento of this celebrated character, and we shall conclude the digression.

We recollect to have seen the pilot, balancing himself by a turnbuckle at the window of the Delaware Insurance Company, which holding ground he had with difficulty made after sundry falls and rolls in the mud, his coat affording specimens of every stratum of soil which lines our gutters, and presenting the appearance of a geological map "colored after nature," when an incorrigible punster (a college chum of our own) who had not got over that Sophomore accomplishment, seeing the plight of Dickey's outer garments accosted him with "Dick *in quibus terris et tu eris Magnus Apollo.*" The witticism was lost upon the old fellow who catching the last words, swore there was no such ship on the register.

The distance from Philadelphia to Newcastle, has been usually called by the river, 40 miles.
It is only, 32 miles.

The same erroneous estimates of the distances up the Delaware are prevalent.

It has been always called from the city to Bristol, 20 miles, true distance 19
From Bristol to Bordentown 10 do do 7
From Bordentown to Trenton 7 do do 4¾
Whole distance to Trenton, called 37 do but actually 30¾

In common parlance it was always 40 miles to Trenton, by the river.

Every one old enough recollects, that before the introduction of steam boats on the North River, it was 180 miles from New York to Albany. It turns out to be about 150 miles. The distances on the Delaware we derived from an officer of the Engineer Department, who assisted to measure it by order of the government a few years since. We write from recollection, and

may not be entirely accurate in our details. The public would be much indebted to Major Bache or Captain Boyce if they would publish the results of their survey of our river and bay---from Trenton to the Capes.

If we are correct in the distance stated to Cape May by water, viz: 95 miles, (and we are certain that it is under 100 miles,) the performance of the steam boat Ohio would not exceed a speed of 15 miles to the hour ---a passage by no means extraordinary in the high pressure march of this stirring age. SENEX.

From the Pittsburgh Gazette.

THE ALLEGHENY RIVER.

MR. CRAIG,---In my address, published in your paper some days since,* in relation to the improvement of Allegheny river, I stated that I was one of those who did not think "we had seen an end of all perfection here below"---and having, in that article, suggested a hint of the mode of taking a steam boat round the ripples in that river, on a rail way, by means of excavating and forming a regular inclined plane from the pool above to the pool below; or rather on a regular inclined plane commencing 4 feet below the surface of the water at low water mark in the pool above, to an equal depth beneath the surface of the pool below, at the same stage of water: I think it not altogether useless to add, that on further reflection, I can see no difficulty in making a rail way on the surface of shoal, and extending the respective ends into the different pools to proper depth of water. The increase of gravity would be a small degree greater, and the friction something less, by the increase of the inclination of the plane; and if it should be thought proper to raise the apex of the rail way at or near the centre, somewhat higher, or sink the respective ends somewhat lower, before they approached the pools by excavating the shoal for the inclined plane at those ends---by means of machinery not very complicated, the gravity of the ascending boat might be lessened, if not entirely removed, by the advantage which might be taken of the descending plane in various modes which need not here be detailed. This plan would save the expense of excavation through the shoal, as also that of making coffer dams, as suggested in the original plan merely hinted at. To the cradle in which the boat would be placed three, or perhaps four pair of wheels, would be necessary to be attached as the boat has to pass over a vertical curve in the plan now suggested. A. W. FOSTER.

COAL.—We have been shown a specimen of the very best quality of bituminous coal, found near the bank of the lake, a short distance above this town. We understand the indications are strong of the existence of large bodies of it in the neighborhood. Should such prove the fact, it will be an important acquisition to the wealth of Erie county. We want the encouragement which the state has the power and is in duty bound to extend to us, for opening the bowels of the earth, when we have no doubt, minerals of immense value will be discovered in our immediate vicinity. The indications of iron are numerous.—*Erie Observer.*

NEW APPLICATION OF INDIA RUBBER.—Mr. Vanhorn, Stock and Suspender Manufacturer, of this city, (No. 6 south Fourth street, near Market,) has lately applied India Rubber webbing to saddles in the place of the linen web formerly used, and thereby he has given a new and easy spring to the saddle. We have examined and used one of the saddles thus made, and can assure our readers that it is the pleasantest we have ever used. This new saddle spring, we have no doubt will supercede all others now in use.—*Com. Her.*

FLOOD IN THE ALLEGHENY.—A letter dated Franklin, Venango Co. July 16, says---"We have an unusual rise in the Allegheny river and its tributary streams at this time. The loss to individuals, owing to overflowing of low lands, destruction of crops and grass, will be very considerable."---*Harrisburg Chron.*

*See page 55.

VALUABLE IMPROVEMENT IN COAL GRATES.—We have lately examined a new patent grate invented by Mr. Joseph Snyder of this city. The great object which he proposed was, to prevent the enormous waste of heat in the common grates, by the back being set in the chimney and the flame passing immediately off. This we think he has fully accomplished. The surface heated by this grate, and from which the heat is thrown into the room, is from 20 to 30 square feet,—not reckoning the front which is open like other grates. It combines all the advantages of Nott's stove and a common grate, and is of course much preferable in point of economy and agreeableness, to either. We doubt not it will come into almost universal use as soon as its advantages shall be known. It can be made as ornamental as the most elegant parlours may require.—*Com. Herald.*

EULOGIUM ON CHIEF JUSTICE MARSHALL.

TO THE HON. HORACE BINNEY.

Dear Sir—We have great pleasure in communicating to you the enclosed resolutions, not permitting ourselves to doubt your acceptance of the invitation thus given, since you will receive it as a renewed and merited token of the respect and confidence which have led to the unanimous selection of yourself, as an Orator, eminently worthy of the occasion, and which are cherished by none of your fellow citizens more sincerely, than by

Your obedient servants,

W. M. MEREDITH,
President S. C.
HENRY TROTH,
President C. C.

July 10th, 1835.

(For Resolutions see page 30.)

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MR. BINNEY'S REPLY.

PHILADELPHIA, July 13, 1835.

Gentlemen—My return to the city this morning has put me in possession of your note of the 10th instant, communicating a joint resolution by the Councils on the previous day. While I have no expectation whatever, of adequately pourtraying and commemorating the actions, character and services, of the illustrious citizen to whom the resolution refers, I accept the appointment which the Councils have conferred upon me, under the united influence of deference to their wishes, and of unsurpassed veneration for the man whose memory they have deemed it their public duty to honor.

I beg leave at the same time to express my sense of the value which you have added to the distinction, by the obliging terms of your note.

I remain, gentlemen, very respectfully and truly, your obedient servant,

HOR. BINNEY.

To W. M. MEREDITH, Esq.
President Select Council.

HENRY TROTH, Esq.
President Common Council.

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The publication office of the Register has been removed from Franklin Place, to No. 61, in the Arcade, West Avenue, up stairs.